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RAILROAD CONSTRUCTION CONTINUES;
ROADS FACILITATE INDUSTRIALIZATION

KOSMET RAILROAD LINE PROGRESSES -- Borba, No 166, 14 Jul 49

Pec -- In the Kosmet, 33 kilometers of earthwork for the new Metohija-Prizren railroad line have been completed.

Originally this line was to have connected with the Zukes-Elbasan railroad line in Albania, but after the Yugoslav-Albanian rift, it was decided to extend the line to Prizren.

Many bridges will have to be built, as the line will follow the Beli Drim Valley. The largest will be over the Klina, Mirusa, and Toplica rivers. Concrete piers for the bridges over the Klina and Mirusa are already being built. Large-scale work will be done on the retaining walls protecting the railroad line.

The Gradiste tunnel, 708 meters long, is the largest project on the line and the scene of the greatest current activity. It is to be completely cut by 1 August.

The earthwork, bridges, culverts, and similar projects are to be completed by the end of the year. More than half of the earthwork has been finished.

Platforms for seven railroad stations are to be built. The largest stations will be at Landovica and Prizren. The Metohija station will be repaired and enlarged.

Work on the line has been largely mechanized, especially at the tunnel and bridges. Materials are shipped from Pec to Prizren mainly by truck.

Besides this line, about 50 kilometers of industrial railroad are to be built in the Kosmet to connect the mines and factories of the Kosmet with sources of raw materials and the main railroad.

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NEW RAILROAD CONSTRUCTION IN 1939 -- Dorna, No 162, 10 Jul 49

The railroad net will be enlarged in all parts of Yugoslavia this year.

In Bosnia and Herzegovina a large passenger and freight station is being built for the Sarajevo railroad net, and construction has also begun on a standard-gauge track between Sarajevo and Ploce. A large railroad tunnel is now being built between Ostroic and Prenje. Several kilometers of railroad track are being laid in the Tuzla basin.

In the Belgrade railroad net, work on the Sava bridge at Ostruznica and on the tunnels at Kijevo is well under way.

In Serbia, the Sabac - Koviljaca railroad line completed last year will be extended to Zvornik.

In Macedonia, railroad lines are being built between Metohija and Prizren and between Kumanovo and Stip.

In Slovenia, the greatest effort is being concentrated on the Ljuboglav - Stalje line, and in Croatia on the Vinkovci railroad net.

The Yugoslav railroads have fulfilled their half-year freight transport plan by 103 percent. During this period they carried 70 million passengers, or 13 million more than in all 12 months of 1939.

ROADS TO SPEED MONTENEGRIN INDUSTRIALIZATION -- Rad, No 180, 30 Jul 49

The "Crna Gora" Construction Enterprise is engaged in large-scale work in Montenegro on a number of hydroelectric power plants, a wood-processing combine in Mojkovac, a quarry and a large brickyard in Spuz where 8 million bricks per year will be produced, a supply road to the Brskovo mine, and the Biocce-Platije-Kolasin and Niksic-Bijele Poljane roads. This activity reflects the rapid industrialization of Montenegro called for by the Five-Year Plan, in contrast to the prewar situation when there were only 15 small industrial enterprises, with a total of 1,386 workers.

Roads are being built to the mines which are to be opened in accordance with the Five-Year Plan. Last year work was begun on the 32-kilometer Boljanici-Gradac-Suplja Stijena road, which will connect the large Suplja Stijena lead and zinc mines with the rich lignite beds near Pljevlja where an electric power plant is under construction. This year work was begun on a supply road to the Brskovo mine.

Last year the construction of the Niksic-Bijele Poljane road was begun in order to expedite the exploitation of the rich bauxite mines in the vicinity.

To shorten the journey from Kolasin to Titograd, and to eliminate the detour via Bjeternik in winter, the Biocce-Platije-Kolasin road, one of the great Montenegrin projects of the Five-Year Plan, is being built. It will also permit the exploitation of the vast Montenegrin forests through which it passes.

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